



GREENSBORO URBAN AREA Metropolitan Planning Organization

TRANSPORTATION ADVISORY COMMITTEE

Minutes of April 23, 2003

3:00 p.m. Greensboro, NC

Plaza Level Conference Room

Melvin Municipal Office Building

(Greensboro City Hall)

TAC MEMBERS PRESENT

Sandy Carmany	TAC Chair
Doug Galyon	NC Board of Transportation
Mary Rakestraw	Guilford County Board of Commissioners
Robbie Perkins	Greensboro City Council
Keith Holliday	Mayor of Greensboro
Jim Westmoreland	TCC Chair

ATTENDANCE

Tyler Meyer	GDOT/MPO	Greg Brew	NCDOT – Roadway Design
Jeff Sovich	GDOT/MPO	Linwood Stone	NCDOT – PDEA
Adam Fischer	GDOT	Marie Sutton	NCDOT – PDEA
Scott Rhine	PART	Gregg Danzer	Town of Pleasant Garden
Tom Martin	City of Greensboro	Robert Gordon	Town of Summerfield
Bill Marley	FHWA	David Isley	Rockingham Co. Commission
Kimberly Hinton	NCDOT – Statewide Planning	Wally Horton	Rockingham Co. Planning
Mike Mills	NCDOT – Highway Division 7	Sue Ann Harrison	Emert Reporting Service
Scott Walston	NCDOT – Statewide Planning		

Sandy Carmany called the meeting to order at 3:11 p.m.

Action Items

1. Approval of Minutes of March 19, 2003

Mayor Keith Holliday moved for approval of the minutes. Robbie Perkins seconded the motion. The Committee voted unanimously to approve the minutes as prepared.

2. Amend 02-08 MTIP – Enhancement Grant Projects

Jeff Sovich stated that three projects received Enhancement Grant awards. The sidewalks on McKnight Mill Road are situated on either side of the pedestrian overpass and connect this important facility to the pedestrian network. Phase I of Southeast area trail connector links various parks schools and neighborhoods. The landscaping improvements at the intersection of NC 68 and NC 150 in Oak Ridge supports of that community's beautification objectives. The proposed amendment would add these projects into the 2002 – 2008 MTIP.

Mayor Keith Holliday moved for approval of the amendment. Mary Rakestraw seconded the motion. The Committee voted unanimously in favor of the motion.

3. Designated Recipient for the Greensboro Urbanized Area

Jeff Sovich advised that this item is a product of the Federal Transit Administration's requirements for disbursement of transit grant funds for urbanized areas. The required procedure for naming the area's designated recipient is different due to GTA's recent transition from a Governor's Apportionment transit provider to a Direct Apportionment provider. This resolution presented today would grant local concurrence in naming the City of Greensboro as the area's designated recipient of federal urbanized area grant funds.

Robbie Perkins moved for approval. Mayor Keith Holliday seconded the motion. The Committee voted unanimously in favor of the motion.

Business Items

1. Thoroughfare Plan Amendment /Airport Area Transportation Study Findings

Scott Walston updated the Committee regarding the airport study. The goals of the Airport Area Study were to develop recommendations on: the future routing of I-73 through the airport area; relocation of Bryan Boulevard for immediate access to the airport terminal; improving access from High Point to the airport; improving access from Forsyth County to the airport; providing adequate access to the airport via public transportation. The latest models were used in preparing this study. Of the 16 alternatives developed and evaluated, Alternative 2 was selected as the recommended package of conceptual alignments to achieve the goals of the study. Maps and illustrations of the Alternative 2 were distributed to Committee members. The three major corridors recommended by the alternative include the I-40/NC 68/I-73 Connector, which will carry approximately 70,000 vehicles per day at its busiest point; an Airport Connector that would originate in Forsyth County; and an extension of Sandy Ridge Road northward, to intersect these two other routes.

Jim Westmoreland advised that the next step would be for the TAC to consider adoption of the conceptual alignments as amendments to the Thoroughfare Plan. The next level of planning would begin within six months to a year from the date that these corridors are added to the Thoroughfare Plan. Further on in the study process, staff will examine local roadway access issues, to identify and evaluate options for preserving roadway connectivity in areas that would be affected by the proposed new facilities.

Robbie Perkins stated that the comparison matrix makes the study recommendations easy to understand. He added that regardless of what alternative is chosen, there will inevitably be negative reactions from affected property owners. He asked whether this alternative could connect with the future loop on the west side of High Point, or connect with US 311. Jim Westmoreland stated that further studies will assess options for this alternative to connect with the High Point loop.

Mayor Keith Holliday stated that the I-40/NC 68/I-73 Connector is the minimum baseline need for the transportation system in the airport area, and that as the study recommendations are implemented, the need for this connection should be emphasized. He then asked whether the interchange at Bryan Boulevard and NC 68 would still utilize the current interchange. Jim Westmoreland stated that the study recommendations would not utilize that interchange, but it's possible that a future roadway could be extended off the current interchange.

Sandy Carmany asked if Alternative 2 is the only alternative that would be included on the Thoroughfare Plan, or if others could be considered. Scott Walston advised that Alternative 2 is the only one being considered at this time. Sandy Carmany expressed concern at the potential impacts to property owners due to the recommended alternative. She asked if it is necessary to adopt corridor lines on the Thoroughfare Plan, or if instead, it would be acceptable to simply adopt statements to the effect that certain connections are needed between various points. Scott Walston explained that the Thoroughfare Plan is required to have all proposed future corridors shown by a conceptual alignment on the map.

Tyler Meyer stated that the amendment would add the recommended corridors to the Thoroughfare Plan so that further study could be conducted. The staff also at this time recommends incorporating the study's recommended deletions: the Sandy Ridge Road / Pleasant Ridge Road Connector; and the Bryan Boulevard Extension to Pleasant Ridge Road.

Tyler Meyer noted that the next steps in this process will be a public meeting scheduled for Thursday, April 24, 2003, where the Airport Area Transportation Study and the Proposed Thoroughfare Plan Amendments will be made available. This meeting initiates a 30 day public review period, which would be advertised and distributed in accordance with MPO's Public Involvement Plan. At the May meeting, staff will review public feedback on the study recommendations, and present the proposed thoroughfare plan amendments for consideration of adoption by the TAC.

2. West Market Street Widening

Marie Sutton stated that the study will prepare an Environmental Assessment and a preliminary design for the widening of West Market Street to a multi-lane facility. This federal-aid project is included in the 2004 – 2010 TIP. The estimated total project cost is \$15.2 million. Traffic volume on West Market Street is forecast to range from 18,000 to 25,000 vehicles per day in 2025. Several cross-section alternatives will be studied: "no-build," four-lane median-divided with a shoulder, four-lane median-divided with curb and gutter, five-lane with shoulder, five-lane with curb and gutter, and a hybrid alternative, combining two or more of the other alternatives. A public meeting was held on September 10, 2002. The environmental studies conclude that no archaeological investigations are required and no affected properties are eligible for listing on the National Register of Historic Places. Sidewalks have been requested on both sides of West Market Street from NC 68 to Sandy Ridge Road. Carbon monoxide concentrations for the evaluation years indicated no violation of the NAAQS standards. The final environmental document is scheduled to be completed in April of 2004.

Linwood Stone advised that the Department of Transportation is strongly recommending against constructing 5-lane facilities, especially when the traffic volume exceeds 18,000 to 20,000 vehicles per day, due to the level of conflict that arises from left-turn traffic. This section of Market Street may be best served with a hybrid cross-section, having a 5-lane configuration in the vicinity of the trucking terminals, and a 4-lane median-divided configuration elsewhere. The MPO Staff will follow-up with efforts to ensure that an appropriate cross-section is selected.

3. US 29 Corridor Study

Adam Fischer stated that GDOT is coordinating a study of US 29 from Phillips Avenue to I-40. The study will identify recommended improvements to enhance the safety and operational characteristics of this facility. Access points along US 29 will also be evaluated for possible improvement or removal. The consulting firm RS&H Engineering will be conducting the study.

4. Mobility Greensboro Update

Jim Westmoreland stated that the study process for GTA's Long Range Public Transportation Plan continues. The Committee is developing a vision for GTA for the next 10 to 20 years, which could include a cross-town service connection to enhance convenience and increase ridership. The final recommendations should be complete in 6 to 9 months. GTA will provide further updates and information to the committee at future meetings.

5. Other Strategic Reports

Tyler Meyer informed the Committee that the Triad's Early Action Compact Committee continues to work through options to improve air quality. The next step in the process is to prepare and submit to EPA by June 16, a list of strategies being considered for inclusion in the Triad Early Action Plan.

Tyler Meyer also advised that a citizens' informational workshop will be held on April 30, 2003 between 4:30 and 6:30 at Webb Hall regarding replacement of the East Market Street bridge over US 29. Interested parties have been informed of the meeting.

Other Items

1. Board Member Update

Doug Galyon advised that work on the I-40 widening project continues. The section of I-40 from Chimney Rock Road to Holden Road has an estimated completion date of June 15, 2003. The section from Chimney Rock Road to Sandy Ridge Road should be complete late 2003.

2. Town Update Opportunity

Tyler Meyer stated that he had met with Michael Brandt, the Guilford County Planning Department liaison to the Town of Summerfield, and with Robert Gordon, representing the transportation committee organized by the Town of Summerfield. The town organized this committee to discuss transportation projects and issues relevant to its residents. The MPO should expect to see increasing involvement by the Town of Summerfield in the future.

3. Regional Update

Sandy Carmany stated that the Early Action Compact Committee will soon be completing its work on developing a list of potential air quality improvement strategies to satisfy the terms of the first EAC milestone by June 16, 2003.

4. Wrap-Up Items

None.

The TAC adjourned at 4:50 p.m.